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WINTER EMPLOYMENT FOR USSR WATER TRANSPORT PERSONNEL;
DATA ON VESSEL LOCATIONS, CONSUMERS' GOODS SHIPMENTS

WINTER EMPLOYMENT FOR NAVIGATIONAL PERSONNEL DISCUSSED -- Moscow, Vodnyy Trans-
 port, 29 Sep 53

On 22 September, the Collegium of the Ministry of the Maritime and River
 Fleet took under consideration the utilization of navigational personnel dur-
 ing the winter of 1953 - 1954.

Kolichenko, deputy chief of the Personnel Administration, stated in his
 address that steamship line administrations in certain areas last year did not
 take sufficient measures to employ sailing and shore personnel during the win-
 ter, either in their own enterprises or in those of other ministries. In addi-
 tion, they failed to enclose recalls to the fleet for spring 1953 with discharge
 papers issued the previous winter.

The Volga Freight Steamship Line, for example, released more than 3,000 men
 in the winter of 1952 - 1953 without finding suitable employment for them. As
 a result, 40 percent of these workers did not return to the fleet and ports
 when the steamship line resumed operations in the spring.

The Lena Steamship Line, the Dnepr Steamship Line, and the Ob-Basin Route
 Administration discharged more than 25 percent of their personnel during the
 winter of 1952.

A few steamship lines (Volga Freight, Dnepr, Northern, Yenisey, Volga-Don)
 did not even carry out the ministry's instructions on winter employment of sto-
 kers and oilers in the ministry's own enterprises.

In ports of the southern steamship lines, 744 longshoremen (more than 30
 percent of the total) were discharged during the winter, and many did not re-
 turn at the opening of navigation in spring 1953.

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Some steamship lines and basin route administrations discharge sailing personnel as soon as their ships arrive in wintering quarters, and industrial enterprises let considerable numbers of workers go with the completion of ship repairs in February and March.

The new plan of the ministry calls for full employment of fleet and port personnel during the winter in river transport work and in positions within other ministries.

Kolichenko declared that the main construction administrations and Glavsudoverf'lesprom /Main Administration of the Shipyard Timber Industry/ must take measures during the current year to assure full winter employment of ministry personnel.

NEW DIESEL ENGINE INSTALLED -- Moscow, Morskoy i Rechnoy Flot, No 4, Aug 53

The 600-horsepower diesel tug Sungait has been fitted with a model 4Ch10,5/13 diesel engine as auxiliary engine. The engine, built by the Plant imeni Mikoyan, develops 40 horsepower and a speed of 1,500 rpm. The starting system and equipment for the model 4Ch10,5/13 diesel engine are as follows: two 6-STE-128 storage batteries, an 8-horsepower ST-25 starter, four glow plugs, a G-21 generator, two ammeters, a voltage regulator, and a starting relay.

It is expected that considerable numbers of model 4Ch10,5/13 diesel engines will be installed as auxiliary engines on maritime diesel vessels.

NEW RIVER LANDING STAGES BUILT -- Moscow, Morskoy i Rechnoy Flot, No 4, Aug 53

New 150-300 horsepower passenger vessels are now being built for river service, and 800-1,200 horsepower passenger ships will be built in the near future.

To accommodate these new vessels, new river stations must be built. These installations must be shoreside and floating, and they must be able to cope with increasing freight and passenger traffic.

A major role in the designing, planning, and building of these new landing stages is played by the Central Technical Design Bureau (TsTKB) of the Ministry of the Maritime and River Fleet.

In 1949, the first landing stages, 20.3 meters long by 7.75 meters wide, were built and installed on the Neva River. In a short time it became apparent that these landing stages were most satisfactory, and they are gradually replacing the older floating piers. Later landing stages were built and installed with lengths of 35, 45, and 65 meters.

Three 45-meter landing stages were built for the Volga-Don Canal. They were constructed of steel and reinforced concrete. A three-story landing stage was built for the station at Stalingrad, with a reinforced concrete hull 85 meters long and 21 meters wide.

PLAN RESULTS FOR SEPTEMBER -- Moscow, Vodnyy Transport, 29 Sep 53

By 26 September, the monthly water transport plan had been fulfilled by only 81 percent; according to schedule it should have been fulfilled by 90 percent.

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The following steamship lines have done particularly poor work during September: Caspian, Far East, Moscow-Oka, Belomorsk-Onega, Eastern Siberian, and others.

Tens of thousands of tons of freight have accumulated in sea and river ports awaiting shipment.

The Volga Freight Steamship Line is lagging in the towing of timber rafts and in the transport of salt and bread grains. The Upper Irtysh Steamship Line is lagging in the transport of bread grains, oil, and other cargoes. Glavtsentrotflot (Main Administration of the Central Basins Fleet) and Glavyuzhflot (Main Administration of the Southern Fleet) as a whole have failed to carry out the plan for bread grain shipments.

VESSEL LOCATIONS AND CONSUMERS' GOODS SHIPMENTS -- Riga, Sovetskaya Latvija, 30 Aug 53

Several ships are being transferred to Riga from the Neman Steamship Line for service on Latvian rivers. The first of these ships, delivered from Kalinin-grad, consisted of the tug S/S Timiryazev and five barges. The second part of the group is now on its way to Riga. It consists of the tugs S/S Chapayev and S/S Ordzhonikidze and two self-propelled barges.

Petrozavodsk, Leninskoye Znamya, 30 Aug 53

The fishing trawler 361 of the Belomorsk base of Goslov, (State Fishing Industry) has arrived in Belomorsk. The ship sailed more than 2,000 miles from its fishing grounds in the North Atlantic to deliver 80 tons of high-quality herring to Belomorsk.

The vessel fished on the high seas for 3 months and unloaded her catch on the Murmansk'd floating base four times; the fifth load was brought to the Belomorsk Fish Combine.

Moscow, Trud, 3 Sep 53

The new two-deck passenger steamer N. Chernyshevskiy made her maiden voyage yesterday. The new ship will be put into service on the Kiev-Kerson line.

Moscow, Vodnyy Transport, 29 Sep 53

The M/V Pluton, Northern River Steamship Line, has completed ten voyages during the past month carrying 1,700 tons of consumers' goods.

Not long ago, the M/V Yupiter was en route to Arkhangel'sk with 108 tons of wheat in her holds. On the way she took in tow barges of potatoes which were awaiting shipment.

On 21 September, the S/S General Chernyakhovskiy sailed along the Northern Dvina River from Arkhangel'sk with a tow of freight barges. The tow carried more than 700 tons of various freight for kolchozes, sovkhozes, and MTS in the area.

On 10 September, autumn hauling began along the Yug River. During the past 10 days, more than 5,000 tons of meal, fuel, and machine lubricants have been delivered to Vologodskiy Rayon, Kirovskaya Oblast. The S/S Dvina and the S/S Voizhin are operating in this same area.

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In the first 20 days of September, ships of the Northern River Steamship Line carried more than 19,000 tons of freight from the wharves of the line.

The M/V Dunay and the cargo-passenger ship Kaspars are operating with the Caspian Steamship Company.

The S/S Marshal Voroshilov (Captain Kozlov) is operating on the Moscow-Rostov line.

The tanker S/S Opora Sotsializma is operating with Volgotanker.

The dredge Severo-Zapadnyy-1 has removed 8,000 cubic meters of river bottom above the plan along the Svir' River.

Other dredges of the Northwestern Basin Route Administration, including the Severo-Zapadnyy-8, have done excellent work.

The Severo-Zapadnyy-29 is working in the Msta River.

The Severo-Zapadnyy-9 has already finished its plan for 1953 and is now working on its 1954 quota.

Moscow, Pravda, 4 Sep 53

The Volga Freight Steamship Line has placed four additional vessels on its Shcherbakov-Astrakhan' run for the transport of consumers' goods. They are the M/V Cherkesiya, the M/V Abkhaziya, the M/V Takzhikiya, and the M/V Turkmeniya. In addition, 30 self-propelled barges have been put in service to carry wheat and watermelons to the large manufacturing centers.

The M/V Sovetskaya Moldaviya and the M/V Kirgiziya are sailing on the Astrakhan'-Molotov line.

Moscow, Komsomol'skaya Pravda, 5 Sep 53

The Ministry of the Maritime and River Fleet is putting additional self-propelled and powerless vessels in service on the steamship lines for the transport of consumers' goods.

Four new diesel freighters have been put in service on the Sheksna River for the transport of goods between cities and kolkhozes in Vologodskaya Oblast.

Seven new diesel vessels have been put in service on the rivers of Leningradskaya Oblast, Karelo-Finnish SSR. Several new barges have begun work on the Khabarovsk-Nikolayevsk line and the Khabarovsk-Troitsk line. The cargo fleet has been enlarged on the Volga, Lena, Oka, Dnepr, and other rivers.

Tallin, Sovetskaya Estoniya, 5 Sep 53

The Tallin Shipyard (operated by the Main Administration of Fishing Industries, Ministry of Light and Food Industries Estonian SSR) has launched three new 10-ton transport vessels. The new ships will join the fleet of the Estonian coastal fishing station.

ADMINISTRATIVE PERSONNEL -- Moscow, Vodnyy Transport, 29 Sep 53

Kaspflot (Caspian Sea Steamship Company) is under the direction of Mukhin. Mukhin was listed as chief of Kaspflot in 1952 press sources, but was mentioned as chief of Kasptanker in Bakinskiy Rabochiy of 27 March 1953. It would appear probable, therefore, that he heads both Caspian Sea companies. 7

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Glavsevmorflot (Main Administration of the Northwestern Fleet) is now under the direction of Chebotarev.

ELECTRICAL SUPPLY PROBLEMS -- Moscow, Vodnyy Transport, 29 Sep 53

The head of the Taganrog Shipyard's electrical shop, Malevannyy, reports that the supply of materials for his shop is very poor. The chief of Glavsnab (Main Supply Administration) has acknowledged this situation and is taking measures to assure an adequate supply of electrical equipment to the yard for the remainder of the year.

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